

## 551.506 (261.1) WEATHER OF NORTH AMERICA AND ADJACENT OCEANS

## NORTH ATLANTIC OCEAN

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While over the greater part of the ocean the number of days with gales during April was less than during March, it was above the April normal over the greater part of the steamer lanes, as well as in southern waters from the Azores to Gulf of Mexico.

Fog was unusually prevalent over the Grand Banks and off the American coast north of the Virginia Capes, where it was reported on from 7 to 11 days. The number of days with fog was apparently not far from normal over the steamer lanes and off the European coast, while it occurred on 3 days in the western part of the Gulf of Mexico.

TABLE 1.—Averages, departures, and extremes of atmospheric pressures at sea level, 8 a. m. (75th meridian), North Atlantic Ocean, April, 1926

Stations	Average pressure	Departure <sup>1</sup>	Highest	Date	Lowest	Date
	Inches	Inch	Inches		Inches	
Julianehaab, Greenland...	29.29		29.85	29th	28.43	13th.
St. Johns, Newfoundland.	29.73	-0.14	30.30	25th	29.34	16th.
Nantucket.	29.92	-0.06	30.32	13th	29.38	1st.
Hatteras.	30.02	+0.01	30.26	10th	29.76	17th.
Key West.	30.04	+0.02	30.22	21st	29.90	12th.
New Orleans.	30.07	+0.07	30.28	20th <sup>2</sup>	29.72	7th.
Swan Island.	29.91	-0.07	29.98	25th	29.82	12th.
Turks Island.	30.08	+0.06	30.18	22d <sup>3</sup>	30.00	17th.
Bermuda.	30.14	+0.14	30.46	7th.	29.78	17th.
Horta, Azores.	30.12	+0.01	30.52	16th	29.12	1st.
Lerwick, Shetland Islands	29.83	+0.03	30.23	2d.	29.10	15th.
Valencia, Ireland.	29.85	-0.04	30.22	24th	29.38	20th.
London.	29.87	0.00	30.27	5th.	29.32	20th.

<sup>1</sup> From normals shown on H. O. Pilot Chart, based on observations taken at Greenwich mean noon, or 7 a. m., 75th meridian.

<sup>2</sup> Mean of 26 observations; 4 days missing.

<sup>3</sup> And on other dates.

The station at Julianehaab on the south coast of Greenland has been recently established, and therefore no normal is available. According to Bartholomew's Atlas the normal for that vicinity is approximately 29.85 inches. The average of 29.29 inches for 26 days, as shown in the table, appears to be suspiciously low, especially as there were no signs of any cyclonic disturbance in that region. The maximum force of wind was SSE. 7 on the 19th, while either calms or winds of force 1 were reported on 11 days.

Charts VIII to XI cover the period from the 1st to 4th, inclusive, and give an idea of the disturbance that was over the eastern section of the ocean during the latter part of March.

On the 5th the Low that had been off the New England coast on the previous day was over the west coast of Newfoundland and westerly gales prevailed in the southern quadrants, while heavy weather was also encountered between the 55th meridian and the Bermudas. The central disturbance of the 4th moved but little during the next 24 hours and on the 5th was central near 50° N., 30° W. It had diminished in intensity and moderate weather was the rule over the greater part of the ocean, although winds of force 7 were reported over the eastern section of the steamer lanes.

On the 5th and 6th there was a severe disturbance in the Mediterranean, and on the former date the Belgian S. S. *Emanuel Nobel* reported a northwest wind, force 10, near 30° N., 23° E.

From the 5th to the 6th the western Low moved but little while the central depression drifted eastward and on the latter date was central near 55° N., 25° W. Moderate winds prevailed for the most part, although westerly gales occurred over a limited area in the southerly quadrants of both Lows.

On the 7th the western depression was central near St. Johns, Newfoundland, and the eastern off the south coast of Iceland. Moderate to strong westerly gales were reported between the 40th and 45th parallels and 35th and 60th meridians, as well as over the eastern section of the steamer lanes. On the 7th there was also an area of low pressure in the Gulf of Mexico, and while light to moderate winds prevailed at the time of observation, winds of gale force were reported later in the day.

The western Low moved rapidly eastward, and on the 8th the center was near 50° N., 35° W., with gales over the area between the 40th and 50th parallels, and the 20th and 40th meridians.

At the time of observation on the 8th, light winds prevailed off the east coast of Florida, but later in the day the American S. S. *M. F. Elliott* encountered a very severe electrical disturbance there (see table). On the afternoon of the same day the American steamship *Western Plains* ran into another severe storm between Halifax and Nantucket, which on the morning of the 9th was central near Sable Island. On the 9th a second Low was central near 45° N., 35° W., and gales occurred over a large section of the steamer lanes, west of the 30th meridian.

By the 10th these Lows had apparently joined forces, and while on that date, as well as the 11th, favorable weather prevailed west of the 50th meridian, westerly to north-westerly gales were reported from a limited area between the 40th and 45th parallels and 35th and 50th meridians.

This disturbance moved little during the next 24 hours, but by the 12th the storm area had increased in extent and intensity, with moderate to strong south-westerly to westerly gales between the 40th and 50th parallels and 30th to 50th meridians. On the 13th the center was near 52° N., 27° W., and on this date and the 14th the storm area covered the greater part of the steamer lanes east of Newfoundland. On the 15th the low pressure lay between Scotland and Iceland, and on that date and the 16th the eastern section of the steamer lanes was swept by moderate to strong westerly gales.

On the 15th Father Point was near the center of a Low, with a secondary Low near 37° N., 60° W., where strong westerly gales were reported.

On the 16th there was a slight depression near Charleston and while moderate weather prevailed at time of observation winds of gale force were reported later in the day.

On the 17th there were two well developed depressions; one over the Province of Quebec and the other off the north coast of Scotland. Except as indicated by a few widely scattered reports of winds of force 7 favorable weather prevailed over the entire ocean.

On the 18th the center of the western Low was near St. Johns, Newfoundland, while the eastern depression had moved but little since the 17th. Gales from the south prevailed over a limited area between St. Johns and the 40th meridian and from the north over the eastern section of the steamer lanes.

On the 19th favorable weather was the rule, although a few reports of moderate gales were received from vessels in mid-ocean.

On the 20th there were two well-developed depressions, the first central near Halifax, and the second over England. Moderate gales swept over the region between the Bermudas and Canada and also over the eastern section of the steamer lanes.

On the 21st the western Low was over the west coast of Newfoundland while the eastern depression had moved but little since the previous day. Both of the storm

areas of the 20th had diminished in extent and moderate weather prevailed over the greater part of the ocean. By the 22d the western LOW alone remained within the limits of the chart, and was central near St. Johns, Newfoundland. The storm area of the previous day had practically disappeared, although a maximum wind force of 7 was reported by a few vessels in widely scattered localities.

From the 23d to 26th favorable conditions prevailed over the entire ocean, with the exception of a gale on the 25th in the vicinity of the English Channel.

On the 27th a LOW was central near Belle Isle, while comparatively high pressure and moderate winds prevailed over the greater part of the steamer lanes, although a few reports of moderate gales were received from vessels in both the eastern and western sections. By the 28th the storm area had practically disappeared and fine weather prevailed generally.

On the 29th and 30th there was a disturbance near 47° N., 25° W., and on the latter date moderate to strong northwesterly gales occurred over a limited area in the southwesterly quadrants.

## OCEAN GALES AND STORMS, APRIL, 1926

Vessel	Voyage		Position at time of lowest barometer		Gale began	Time of lowest barometer	Gale ended	Lowest barometer	Direction of wind when gale began	Direction and force of wind at time of lowest barometer	Direction of wind when gale ended	Highest force of wind and direction	Shifts of wind near time of lowest barometer
	From—	To—	Latitude	Longitude									
NORTH ATLANTIC OCEAN													
Moorish Prince, Br. S. S.	Oran	New York	37 48 N.	59 30 W.	Apr. 1	8a., 1st	2d	29.39	SW	7	NW	10	SW-NW.
Can. Leader, Br. S. S.	Swansea	St. Johns	42 28 N.	47 43 W.	Mar. 30	2p., 1st	1st	29.11	NNW	NNW, 7	NW	NW, 10	NNW-NW.
Roma, Fr. S. S.	Providence	Lisbon	38 02 N.	33 08 W.	28th	1st	1st	29.12	W	NNW, 10	NNW	11	W-SW.
Hessen, Ger. S. S.	Antwerp	Cristobal	41 23 N.	20 13 W.	Apr. 1	6 p., 1st	2d	29.09	SSE	SSE, 10	SW	SSE, 10	SSE-SW.
River Orontes, Br. S. S.	do.	Philadelphia	41 00 N.	60 00 W.	1st	4 a., 2d	2d	29.24	W	W, 10	NNW	10	W-NW.
Sinaia, Fr. S. S.	Lisbon	Providence	38 20 N.	55 00 W.	1st	1 a., 2	3d	29.14	SW	W, 10	N	W, 11	SSW-W-N.
Mount Evans, Am. S. S.	Galveston	Liverpool	49 20 N.	25 54 W.	2d	8 a., 2d	3d	28.64	W	ESE, 10	S	W, 10	ESE-WSW.
E. R. Kemp, Am. S. S.	Houston	Ghent	41 30 N.	42 52 W.	2d	Midt. 3d	4th	28.84	WNW	7	NNW	9	SW-NW.
F. H. Hillman, Am. S. S.	London	Balboa	32 22 N.	36 19 W.	4th	10 p., 4th	4th	29.52	WSW	W, 9	NNW	10	W-NW.
Jeff Davis, Am. S. S.	Hull	Jacksonville	32 35 N.	55 10 W.	5th	4 a., 5th	5th	29.58	SW	NW, 8	NW	NW, 9	SW-W-NW.
Brush, Am. S. S.	Dunkirk	Houston	41 42 N.	25 49 W.	3rd	4 a., 5th	5th	29.18	SSW	SSE, 10	SW	SSE, 10	S-SSE-SW.
Roanoke, Am. S. S.	Port Arthur	Norfolk	28 01 N.	90 35 W.	6th	2 p., 6th	6th	29.76	SE	SE, 7	SE	NE, 9	SE-NE.
Western Plains, Am. S. S.	Antwerp	New York	41 50 N.	57 37 W.	6th	Noon 6th	7th	29.51	SW	SW, 6	NW	10	SW-NW.
Narragansett, Br. M. S.	London	Philadelphia	49 33 N.	18 55 W.	5th	2 a., 6th	6th	29.22	SSE	SSW, 9	NW	SSW, 9	SSW-WSW.
Suriname, Am. S. S.	Barrios	New Orleans	27 00 N.	88 25 W.	6th	6 a., 7th	7th	29.72	N	N, 8	NE	N, 8	N-SE.
M. F. Elliott, Am. S. S.	New York	Texas City	26 00 N.	79 20 W.	8th	3 a., 8th	8th	29.90	SE	S, 10	S	S, 12	S-SSW.
Western Plains, Am. S. S.	Antwerp	New York	41 20 N.	64 10 W.	8th	4 p., 8th	9th	29.36	SW	SW, 8	W	10	SW-W.
Tomalva, Am. S. S.	New York	Rotterdam	40 09 N.	63 28 W.	9th	6 a., 9th	9th	29.66	SW	SW, 10	SSW	SW, 10	SW-SSW.
Wellfield, Br. S. S.	Scotland	Key West	47 16 N.	39 56 W.	7th	11 p., 9th	10th	29.24	SW	WNW, 9	NW	WNW, 9	W-NW.
Euryades, Br. S. S.	Algiers	Boston	38 33 N.	57 07 W.	9th	7 a., 10th	10th	29.80	SW	SW, 5	WNW	SW, 9	SW-WNW.
Dront, Br. S. S.	Alexandria	Hull	40 30 N.	9 34 W.	10th	4 a., 11th	11th	29.44	SW	WSW, 9	WNW	9	WSW-WNW.
Boston City, Br. S. S.	Bristol	Philadelphia	43 00 N.	46 00 W.	11th	Midt. 11th	12th	29.54	SW	SW, 9	NNW	9	SW-WNW.
Republic, Am. S. S.	Cob.	New York	47 38 N.	21 05 W.	11th	8 p., 12th	14th	29.29	W	S, 11	W	S, 11	W-SW.
Oscar II, Dan. S. S.	Oslo	Halifax	46 40 N.	23 30 W.	13th	Noon 13th	14th	28.85	SSE	SSE, 9	WSW	SSE, 10	SSE-S-SSW.
Steel Traveler, Am. S. S.	Gibraltar	New York	38 45 N.	59 27 W.	15th	6 a., 15th	15th	29.45	SW	SW, 10	W	10	SSW-WSW.
Malabar, Am. S. S.	New York	South Pass	29 50 N.	77 32 W.	16th	10 a., 16th	16th	29.76	W	W, 8	WNW	W, 8	W-WNW.
Shickshinny, Am. S. S.	Antwerp	Jacksonville	49 29 N.	4 42 W.	16th	8 a., 16th	17th	29.49	WSW	WNW, 8	WNW	NW, 8	W-NNW.
West Chataia, Am. S. S.	Spain	New Orleans	44 59 N.	4 18 W.	17th	18th	19th	29.66	W	WSW, 8	NNW	W, 8	W-NNW.
Slavic Prince, Br. S. S.	Penang	New York	38 43 N.	68 46 W.	20th	2 a., 20th	20th	29.62	N	N, 9	NNE	9	N-NNE.
New York City, Br. S. S.	Cardiff	Philadelphia	49 50 N.	22 30 W.	20th	1 a., 20th	20th	29.84	W	W, 8	NW	W, 9	Steady.
Columbus, Ger. S. S.	New York	Bremerhaven	40 18 N.	60 55 W.	20th	Noon 21st	21st	29.63	WNW	W, 9	WSW	9	WNW-WSW.
Providence, Fr. S. S.	Palermo	New York	39 10 N.	65 50 W.	25th	10 p., 25th	25th	29.88	SSW	SSW, 9	SW	SSW, 9	SSW-SW.
Magneric, Am. S. S.	Antwerp	Jacksonville	51 18 N.	2 09 E.	25th	—, 25th	26th	29.60	NE	NE, 9	NW	9	NE-NW.
Illinois, Am. S. S.	Port Arthur	Stockholm	47 41 N.	22 19 W.	26th	10 a., 26th	27th	29.83	NE	NE, 9	NE	N, 8	Steady.
New York City, Br. S. S.	Cardiff	Philadelphia	41 33 N.	58 10 W.	27th	4 a., 27th	27th	29.60	SSW	SSW, 9	NW	SSW, 9	SSW-NW.
Endicott, Am. S. S.	Antwerp	Galveston	43 25 N.	23 45 W.	30th	4 p., 30th	May 2	29.40	WNW	WNW, 8	NW	NW, 9	WNW-NW.
NORTH PACIFIC OCEAN													
Hakodate Maru, Jap. S. S.	Yokohama	San Francisco	46 25 N.	177 10 E.	Mar. 31	4a., Apr. 1	Apr. 1	29.37	S	S, 8	S	SE, 10	
Frank G. Drum, Am. S. S.	San Francisco	Honolulu	26 52 N.	148 19 W.	Apr. 1	4 p., 1st	3d	29.73	NW	NW, 3	NNW	NW, 8	SW-NW.
Java Arrow, Am. S. S.	do.	Osaka	33 25 N.	150 17 E.	3d	Noon 4th	4th	29.62	S	SW, 6	N	S, 8	SSW-W-NW.
Mauli, Am. S. S.	do.	Honolulu	27 10 N.	148 27 W.	3d	8 p., 3d	4th	29.42	NW	W, 5	NW	NW, 8	SW-W.
Lubrico, Am. S. S.	San Pedro	San Juan	33 20 N.	120 20 W.	4th	12 a., 5th	5th	29.72	SE	SSW, 4	ESE	SE, 8	4 pts.
Dewey, Am. S. S.	Portland	Yokohama	45 38 N.	160 21 E.	4th	12 p., 4th	5th	28.47	E	N, 8	WNW	NW, 10	N-NW.
St. Mihiel, Am. S. S.	San Francisco	Honolulu	31 N.	137 40 W.	4th	Midt., 4th	5th	29.39	W	W, 8	NW	NW, 9	SW-NW.
Wheatland Montana, Am. S. S.	Everett	Orient	47 03 N.	170 45 E.	4th	11 p., 5th	6th	28.86	E	S, 8	SW	SW, 12	8 pts.
Maunalei, Am. S. S.	San Francisco	Honolulu	29 34 N.	141 30 W.	4th	6 a., 6th	6th	29.39	NW	WNW, 1	NW	WNW, 9	
Africa Maru, Jap. S. S.	Yokohama	Victoria	40 32 N.	151 17 E.	5th	—, 5th	6th	29.59	W	W, 9	W	W, 9	W-NW.
Protesilaus, Br. S. S.	do.	do.	46 17 N.	166 54 E.	5th	10 a., 5th	7th	28.59	SSW	SW, 8	NW	WSW, 10	SW-WSW.
West Carmona, Am. S. S.	Hongkong	San Francisco	38 50 N.	133 40 W.	6th	6 a., 7th	8th	29.05	NW	NW, 7	NW	WNW, 11	NW-WNW.
Steel Engineer, Am. S. S.	San Pedro	Yokohama	41 06 N.	135 09 W.	6th	4 a., 7th	11th	28.99	ESE	NE, 7	NW	NNW, 10	E-NE-N.
Koyu Maru, Jap. S. S.	Grays Harb.	Osaka	47 15 N.	160 50 E.	11th	8 p., 11th	12th	29.18	SSE	SSE, 7	S	SW, 9	SSE-SW-S.
Emp. of Russia, Br. S. S.	Yokohama	Vancouver	45 46 N.	164 04 E.	13th	3 p., 13th	14th	29.09	SE	SE, 7	SW	SW, 8	SE-SW.
Wheatland Montana, Am. S. S.	Everett	Orient	50 12 N.	156 22 W.	13th	2 a., 14th	15th	28.84	SSE	S, 5	SW	WSW, 10	6 pts.
Elkton, Am. S. S.	Honolulu	Kobe	30 42 N.	155 26 E.	15th	7 p., 15th	16th	29.72	W	W, 7	N	NW, 9	W-N.
Steel Engineer, Am. S. S.	San Pedro	Yokohama	44 38 N.	170 17 W.	13th	4 a., 16th	18th	29.02	SSW	W, 8	WNW	WNW, 9	W-WNW.
Pres. Taft, Am. S. S.	San Francisco	do.	33 46 N.	164 20 E.	15th	10 a., 16th	17th	29.52	SW	WSW, 6	NW	WSW, 10	W-WSW.
Makana, Am. S. S.	Puget Sound	Honolulu	41 18 N.	137 10 W.	15th	8 a., 16th	18th	29.56	SW	SSW, 6	W	NNW, 8	NW-N.
West Chopaka, Am. S. S.	Manila	San Francisco	45 27 N.	165 46 W.	15th	—, 17th	19th	28.96	SE	SW, 7	WSW	W, 10	S-SW-W.
Kongosan Maru, Jap. S. S.	Milke	Vancouver	51 12 N.	141 34 W.	17th	Noon 17th	18th	29.22	S	SE, 8	S	SE, 9	S-SE-S.
Java Arrow, Am. S. S.	Tsurumi	San Pedro	38 23 N.	147 20 E.	19th	7 a., 19th	21st	29.14	NW	NW, 6	W	NW, 9	SSE-NW.
Elkton, Am. S. S.	Honolulu	Kobe	32 06 N.	142 28 E.	19th	3 a., 19th	21st	29.50	WSW	NW, 8	NW	SW, 10	WSW-NW-W.
Bradford City, Br. S. S.	Muroran	Vancouver	49 20 N.	158 W.	21st	4 a., 22d	22d	29.07	N	N, 9	SE	N, 9	N-S-SE.
Oakridge, Am. S. S.	Portland	Yokohama	52 06 N.	150 03 W.	22d	2 a., 23d	23d	29.47	ENE	E, 6	E	ENE, 8	ENE-E.
Korea Maru, Jap. S. S.	Yokohama	San Francisco	40 N.	164 40 E.	24th	10 a.	24th	29.26	SW	SW, 7	W	SW, 9	
Pawlet, Am. S. S.	Hongkong	San Pedro	39 50 N.	160 20 E.	25th	2 p., 26th	26th	29.42	ESE	ESE, 7	SE	E, 9	E-SE-ESE.
Steel Engineer, Am. S. S.	San Pedro	Yokohama	35 53 N.	144 14 E.	29th	6 a., 29th	30th	29.37	SE	SW, 8	NNW	N, 9	SE-SW-NNW.
Philoctetes, Br. S. S.	Yokohama	Victoria	39 28 N.	147 56 E.	29th	5 a., 30th	May 1	29.09	NE	NNW, 10	NW	NNW, 10	N-NNW-NW.
West Himrod, Am. S. S.	do.	Seattle	44 56 N.	161 31 E.	28th	8 p., 30th	1st	28.94	E	E, 7	NNE	ENE, 9	E-ENE-NE.